CREDIT MOBILIER KANUCK.

Hoax Ames McMullen Among the Canadian Patriots.

HOAXED AND EUCHRED.

How American Money Was Placed Where It Would Do the Most Good.

FINE FINANCIERING IN THE DOMINION.

The Story of the Rise of the Canadian Pacific Railroad Job.

BARONETS AND THEIR LITTLE RAKES

Documentary Showing of the Little Rake of the Knight of Ravens' Craig.

SIR HUGH'S NICE DIPLOMACY.

"There is \$340,000 Gold Expended and \$130,000 Yet to Pay."

THE WASHINGTON LOBBY OUTDONE.

A Condensed History of the Scheme of Plunder, with Reflections Moral and Political.

MONTREAL, July 18, 1873. The Canadians have resolutely determined to clean house, and it needs but a very small gift of prophecy to foretell that a heavy dust will be ed up in the parliamentary halls whenever that long deferred operation begins. There are estimable people, old residents of the Dominion, who, if the alternative were to be forced upon them of being elected to serve in the Legislature or in the penitentiary, would unhesitatingly choose the latter, on the ground that the enforced companion-ship would be less debasing to their moral nature in the penal than in the legislative establishment. This seems hard; but New Yorkers-who have worn the ring of political servitude themselves-will understand from experience how this may be so.

The 13th of August is the time fixed for the reassembling of Parliament for the purpose of being attention of the government will be called, "for the taird and last time," to the fact that the reputations of its leading members must be burnished up or suffer an everlasting eclipse.

The nature of the information in the possession

the opposition with regard to the corrupt eans employed to secure to the parties now holding it the charter to build the railroad to or toward the Pacific Ocean is said to be of that

PRECISE, CONCISE AND CONVINCING character which will render it necessary for the mbers of the Ministry to make a series of instant and magnificent disappearances, after the highly effective manner of Fields, Connolly and other missing celebrities of New York. This, we are told with suggestive calmness, is is patent that the opposition, comprising the fam-ishing "outs," are volunteering as pilots during tion. They would be less than politicians—utterly spunkless patriots—d:d they not hair the opportunity with joy and bid the populace back them up in making Sir John A. MacDonald and his piratical crew "back down." It has transpired that Sir Hugh Allan, whose pottering for preferment has precipitated this intercolonial pother, so far from ing dragged into the job, pounded so persistently at the doors of the original quiet concoctors of the financial machine that for peace sake they were at who at that time-a little more than two years ago-were discussing the propriety of nent via the Canadian Treasury were Messrs, G. W. McMulien and a gentleman of the easy identity of Smith. Mr. McMullen, though a Canadian, had trained in the Chicago schools of finance in company with Mr. Smith. They had become enthu-Bigstic over the necessity for building just ONE MORE LITTLE BAILROAD

across the Continent through the missionary zeal of an estimable geographer, Aifred Waddington by name, now deceased. Waddington claimed to have established not only the practicability but the superiority of a westward course for empire through the high latitudes. His report of his discovery of the route which finally obtained acceptance with

perionity of a westward course for empire through the high latitudes. His report of his discovery of the route which finally obtained acceptance with engineers I have read with interest, and it will perhaps surprise many dwellers in the States to know that the climate, as well as the character of country, is better adapted for a route of through travel than either of the lines which have been established through the States. The facts may be uncomiortable for our pride, but nature has planted them upon an incontrovertible basis. The Canadian survey is four or five hundred miles shorter than the American routes, besides having much easier gradients over the mountains and a course through a beit of territory where heavy snows are maknown and where the cereal products thrive luxuriantly. But all this is loring in the subject in review, except to show incidentally that a good case could be made out for capitalists looking for permanent investments. Undoubtedly Sir Hugh Allan regarded the scheme, which was being modestly aired occasionally in the press, with a certain nervous apprehension. He had "TADDLED HIS OWN CANOE" prosperously upon Canadian waters, and as the chief owner of a fleet of ocean steamers greater than the Cunard line in number, and the rivals of the best ships that yet succeed in bailing the winds of the Atlantic, he probably left that his hands, like his pockets, were uil. He was no railroad Sham—no Fisk, Gould or Scott. Slips were list hooty.

He had followed in the wake of his father, an old Scotch sea dog, who traded between Giasgow and the Canada his boils. Finally, which continued the perilous bat lucrative business of navigator for some years. Afterwards he came ashore and established a small commercial business in Montreal. The failure of the originators of the first line of Canadian steamers, about eighteen years ago, was improved by Mr. Alian and his four brothers, who got the government is reported to have been formed by Messrs, McMullen ashore and the surface of the manuface of the most p

affair.

A committee—not exactly of "seventy," but convened for the purpose of probing the evidence to the bottom, is in daily session, and through it the public will from time to time be informed of the extent of the scandal.

The following is a synopsis of a large mass of papers published in the Montreal Herald to-day:—

To THE EDITION OF THE MONTREAL HERALD:—

SIR—So much has been of late said ahout my connection with the Pacific Railway negotations that I think it bushie to the property of the property of

He drew Strong. The only or sus success which he made of the expenditure were the payment of \$5,000 to Let Minerer newspaper and \$5,000 to to three other French papers, whose names I caunot remember; \$5,000 to Let Minerer newspaper and \$5,000 to the other French papers, whose names I caunot remember; \$5,000 to definite loan of \$18,000 to \$17. Hinches, I attended during the session of \$122 and assisted in the passage of the Canada Pacific Sailrand Charter, and atta ic lose paid the Canada Pacific Sailrand Charter, and atta ic lose paid the Abbit was authorized to promise Mr. Longevin.

on condition of his Abott Quarter, and Mr. Abbott Treported that he had done so. Notwithstanding the repeated pledices received both Sir High and myself had been condition of his and the suggested that as Alian had made so many enemies I should go to Mr. McHorard Trunk Railway. I met Sir John Macdonald atter the close of the session, and he suggested that as Alian had made so many enemies I should go to Mr. McHoraro to add in the object. Sir Hugh and Mr. Abbott, however, disended mor from doing so; promised to take the responsibility of which were the close of the session, and the suggested that as Alian had made so many enemies I should go to Mr. McHoraro to add in the object. Sir Hugh and Mr. Abbott, however, disended mor from doing so; promised to take the responsibility of which were the said Sir G. E. Cartier to Mr. McHoraron to add in the object. Sir Hugh and Mr. Abbott, however, intended dealing with our company or Mr. McHoraron, had well as a supplied of the said Sir Go, and the supplied of the supplied of the said Sir Go, and the supplied of the supplied of

DEAR Ms. ABSOTT—In the absence of Sir Hugh Allan I shall be obliged by your supplying the Central Committee with a further sum of \$20,000, upon the same conditions

P. S.—Please also send Sir John A. McDonald \$10,000

Received from Sir Hugh Allan, by the hands of Hon.

J. C. Abbott, \$20,000 for general election purposes, to
be arranged hereafter according to the terms of the letter
of Sir George E. Cartier, of the date 30th of July, and in
accordance with the request contained in his letter of the
24th inst.

HENRY HARRIS,
P. S. MURPHY.

For Central Committee—L. BETOARRAY.

MONTREAL, August 26, 1872

HONTREAL, August 26, 1872

To the Hon. J. J. C. Arnorr, St. Anne's:—
[Immediate—private.]

I must have another ten thousand. Will be the last time of calling. Do not fail me. Answer to-day, JOHN A. MACDONALD.

ANOTHER RECEIPT FOR TEN THOUSAND DOLLARS.
MONTREAL, August 21, 1872. Sir John A. McDonald, Toronto:

Draw on me for \$10,000.

Tohonto, Angust 20, 1872.

At sight pay to my order, at the Merchants' Bank, the sum of \$10,000, for value received. JOHN A. MACDONALD.

Hon. A. B. B. Posyra:—

My Dran Sir.—I submit for your perusal a statement as to my connection with the Pacific Railroad. My reason is that I have been subjected to the vitest sianders. You are personally cognizant of many of the facts. I ask you to give me a letter containing whatever may be within your recollection.

G. W. McMULLE.N. WATERLOO, July 10, 1873.

RACING IN ENGLAND.

The Newcastle and Stockbridge Meetings.

THE PRINCE OF WALES AND THE CZAROWITZ.

The Czarowitz Made a Member of the Jockey Club-The Stockbridge Cup-Success of Couronne de Fer-The Northumberland Plate-Victory of Falkland-The Portsmouth Sale-Large Sums for Stallions and Brood Mares.

LONDON, June 28, 1873, On the English turf there is no contrast more Stockbridge meetings, both of which have been held this week. Stockbridge, a heath in Hampshire, is close to the training stables of John Day, a man who held a conspicuous position in the eyes not only of the sporting community, but of the when the Marquis of Hastings, the Duke of New castle, the Earl of Westmoreland, and other nobleneck pace along the road to ruin. His quarters were then filled with celebrated horses, and the was one of the greatest in England, always patron ized by the most prominent supporters of the sport horses of the time. John Day has, however, seen sau reverses since that time. His chief backer, the Marquis of Hastings, is now under the turf and not on it, and the other, the Duke of Beaufort, has ceased to have any but the slightest connection with racing. It was but the other day that he had to gather his creditors round him and place himself in their hands, and he has now very few horses in his stable, none of which ever win a race. The meeting still holds together tolerably well and is favored by the more influential owners of horses and lovers of racing. It is by far the most select in England and is visited only by those who are intimately associated with the turf. On the present occasion it was favored by the attendance

who went down on Thursday, accompanied by the Prince of Wales. The Russian imperial family has more than once shown considerable interest in our national sport, and about thirty years ago, when the Czar, the grandfather of the young man whom of one of our important long-distance races was altered from the "Ascot Cup" to the "Emperor's Plate." In 1854, however, the Crimean war had broken out and the Jockey Club feit constrained to rechristen the race, which has ever since borne its original name. Now they appeared determined to efface, if pos-sible, the memory of that slight to Russia, for they elected the Czarowitz a member without a dis-sentient voice and with loud applause. The Eng-lish Jockey Club has always been one of the most aristocratic institutions in the world, and it appears to be becoming more so. Among its mem-bers are the King of Holland, the King of the Belgians, the Czarowitz of Russia, the Prince of Wales and scores of other princes and persons of the very highest quality. The chief race of the Stockbridge meeting was the Stockbridge Cup, which has long been famous in the annals of our turf for bringing to the post some of the best horses of the time. On this occasion, however, the field was only a moderate one, for we saw none of our very finest thoroughbreds, such as Prince Charlie, Cre morne, Kaiser, Gang Forward and Doncaster, but it was notable for the appearance of the two-year-old Couronne de Fer, who is the second best animal of that age we have, so far as is yet known by public running. Among the other competitors was Suleiman, who ran third for the Two Thousand Guineas, but cut up indifferently in the Derby. It was now thought that the course would suit him so well that he was made favorite, his friends overlooking the pretensions of

(Glover)
Lord Lonsdale's Biast, 2 years, 86 lbs. (W. Clay).
Mr. Pattinson's Bugler, 3 years, 120 lbs. (Can-

Mr. Pattinson's Bugler, 3 years, 120 lbs. (Cannon).

Mr. Savile's I., by D'Estournel—Lady Blanche, 2
years, 83 lbs. (Major).

Betting—7 to 4 against Suleiman, 3 to 1 against
Couronne de Fer, 4 to 1 against Birbeck, 100 to 15
each against Bugler and Lady Blanche filly, and 10
to 1 against Memorandum.

The running was made at an excellent pace by
Bugler, who was followed by Blast, Suleiman,
Couronne de Fer and Memorandum in the order
named, the last two being Birbeck and the Lady
Blanche filly. These relative positions were maintained until within a quarter of a mile from home,
when Blast had had enough of it, and Couronne
de Fer took the second place, Birbeck also coming
upon the lower ground. At the distance Bugler
was compelled to give way to Couronne de Fer,
who won in a canter, his second race of the day,
by three lengths, while Eugler, running very ungenerously, was beaten for second honors by Suleiman.

THE NEWCASTLE MEETING

generously, was beaten for second honors by Suleiman.

THE NEWCASTLE MEETING
may be regarded as the most popular in England,
surpassing even Epsom; not perhaps in the number of people who attend it, but certainly in the
sympathy which they feel for the sport. Some indeed go the length of saying that the crowd which
annually assembles on the town moor at Newcastle
is actually larger than that which meets on Epsom
Downs on the Derby Day; but that may beldoubted.
But the enthusiasm of the iron workers and colliers of Northumberland and Durham is wonderful.
They are given to all sorts of pastimes on which
they can bet; they are particularly found of racing,
and they consider the Northumberland Plate as
the finest race in the world. It is, however, nowadays but a shadow of its former self, and as a rule
brings out only moderate fields. The favorite on
this occasion was found in Exminster, a horse that

had never distinguished himself in public, but nad won a very high trial at home. Falkland, who was on even terms with him in the betting, has always shown himself a fair handicap snimal, and had got in on very good terms. Freeman's credentials rested mainly on the fact that he had twice won the great Northern Handicap, and Molly Cobroy had once or twice distinguished herself in moder-ate company. None of the other competitors were of any note. The following is a summary of the race:—

Mr. Merry's ch. c. Freeman, 4 years, 112 lbs., Mr. J. Mottat's ch. m. Molly Cobroy, 5 years, 97

ibs., (Constable)
Mr. W. R. Marshall's b. f. The Dart, 4 years, 93
ibs., (F. Archer)
Mr. Gilby's b. f. Birthright, 4 years, 58 ibs., (Bruckshaw)
Mr. Sauderson's ch. f. Shylocks, 3 years, 84 ibs.,
(Griffiths)
Mr. H. Dutton's b. c. Curator, 3 years, 78 ibs.,
(Thompson)

Mr. Sanderson's ch. f. Shyloeks, 3 years, 84 lbs., (Griffiths).

Mr. H. Dutton's b. c. Curator, 3 years, 78 lbs., (Thompson).

Captain Cradock's br. f. Hades, 3 years, 77 lbs., (Marbey).

Mr. P. Cookson's ch. f. Cingalini, 3 years, 77 lbs., (Marbey).

Betting at start—100 to 30 against Exminster (t), 100 to 30 against Falkland (t), 5 to 1 against Freeman (t), 7 to 1 against Moly Cobroy (t), 100 to 7 against Prodigal (t), 100 to 7 against Clearwell (t), 100 to 6 against Cingalini (t), 25 to 1 against Shylocks (t), 33 to 1 against Birthright (t).

Exminster and Cingalinia were restless at the post and delayed the start, but at length they got off en lair terms, the first to show in advance, being mostly Cobroy who held the lead until passing the judge's box the first time, when The Dart took up the running, followed by Exminster, Birthright and Freeman, Shylocks and Falkland being next and Hades last of all. They went on thus for a mile, when Exminster took the lead, but he was joined at the six furlong post by Falkland, and the two drew away from the others, of whom Prodigal and Clearwell were lying well up. When they had got fairly into the straight Falkland evidently had it all his own way, and, getting the better of his opponents at every stride, won in a common canter by four lengths, while Exminster, dropping back, was passed by both Prodigal and Clearwell, the former of whom finished a neck in iront of the latter. Molly Cobroy disposed of her chance by falling early in the race, and settled that of Freeman by bringing him down with her. Time, 3:35. Net value of the stakes, £770, or \$3.850. The other leading event of the week was the

PORTSMOUTH SALE, that is, the sale of Lord Portsmouth's yearlings, which was remarkable for the fact that it was supplemented by the sale of some of Mr. Merry's stallions and brood mares. Of these the celebrated Scottish Chief, who ought to have won the Derby, and who is the sire of "flypers" like King of the Forest, Highland Fling, Maid of Perth and many other notable animals

MONMOUTH PARK.

Wind-up of the Long Branch Races-The Events and Entries-Pool Selling Last Evening. This is the last day of the grand racing meeting

at Long Branch, and, judging from the events on the card, the second reunion of the season will go out in blaze of glory. There are five races on the programme, the first being a steeplechase handicap, for all ages, about three miles over a fair hunting course; purse \$700-\$600 to the first. \$75 to the second and \$25 to the third horse. Entered for this are George West, 140 lbs., and Victor.

Second on the list is the August Stakes, for two year-olds, dash of one mile; value \$500, added to sweepstakes of \$50 each, play or pay; the winner of the Thespian Stakes to carry five lbs. extra: the second to receive \$100 and the third horse \$50 out of the stakes. For this there will come to the post representatives from the following stables:-August Belmont's, Pierre Lornlard's, George Ayres' and A. B. Lewis & Co.'s.

August Belmont's, Pierre Lornilard's, George Ayres' and A. B. Lewis & Co.'s.

Third on the list is the Robins Stakes, for colts and fillies, foais of 1870, dash of two miles; value \$1,000, added to a sweepstakes of \$50 cach, play or pay; the second to receive \$200 and the third \$100 out of the stakes. The starters in this will be representatives from the annexed stables:—H. P. McGrath's (Tom Bowling), T. W. Doswell's (Lizzie Lucas). Cottrill's (Alice Mitchell), Witters's and Morris's. The exciting nature of this race can well be imagined, as the unexpected defeat of Tom Bowling in the Ocean Hotel Stakes by Lizzie Lucas will make their coming together again a very important event.

Fourth on the programme is the Consolation Handicap, purse of \$400, for beaten horses, all ages, one and a half miles. In this there will be Goriltza, 100 lbs.; Mart Jordan (formerly John Roulger), 90 lbs.; Coffee's Lightning coit, 87 lbs.; Galway, 85 lbs.; Wariike, 80 lbs., and bay filly by Beacon, 73 lbs.

Last ou the card is a match of \$1,000, between

Beacon. 73 lbs.
Last on the card is a match of \$1,000, between Mr. Chamberlin's colt Survivor and Mr. Hare's colt Aërolite.

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THE FOOL SELLING.

Pools were sold on three of these events last night at the rooms of Mr. Chamberlin, 1,146 Broadway, and at Mr. T. B. Johnson's, Broadway and Twenty-eighth street. The following quotations will give an idea of what the betting men then thought of the several entries:

STEEPLECHASE HANDICAP.

Johnson's.

George West. \$200 100 150
Victor 70 40 60

AUGUST STAKES.

Chamberlin's. Johnson's.

Belmont's entry \$55 50 40 \$25 25
Lorillard's entry \$55 50 40 \$25 25
Lorillard's entry \$55 50 40 \$25 25
Lorillard's entry \$55 50 \$120 125 200

ROBINS' STAKES.

Chamberlin's. Johnson's.

McGrath's entry. \$65 65 50 \$120 125 200
Cottrill's entry. \$34 33 25 80 90 150
Doswell's entry. \$34 33 26 80 90 150
Doswell's entry \$34 33 26 80 90 150
D

Long Branch, July 18, 1873. Notwithstanding a driving rain storm, a multitude gathered at the West End Hotel billiard hall this evening to buy pools on to-morrow's races. The third race, for the Robins Stakes, creates the most interest, Tom Bowling being the favorite in

most interest, Tom Bowling being the favorite in the pools. The following are the averages for the different races:—

FIRST RACK—STREPLECHASE HANDICAP.
George West and Victor are entered. No pools were sold on this race.

SECOND RACE—AUGUST STAKES.
Beimont's stable. \$75 100
Lorillard's stable 20 20
Lewis & Co.'s stable 10 10
Coffee's stable. \$65 105 100
Doswell's stable. \$65 105 100
Doswell's stable. \$65 105 100
Withers' stable. \$63 65 60
Withers' stable. \$1 20 15
Morris' stable. \$1 20 15
Morris' stable. \$1 20 15
Morris' stable. \$2 5 50
Mart Jordan \$2 5 35
Galway \$25 50
Warlike \$25 15
Tabitha 21 15
L. Beacon's fliy FIFTH RACE.

Extra match; purse \$1,000; mile dash. This race is between Chamberlin's Survivor and J. C. Hare's Asrolite, and no pools were sold on it.

FLEETWOOD PARK.

The trotting announced to come off yesterday afternoon at Fleetwood Park was postponed on account of the heavy condition of the track.

DEERFOOT PARK. The 2:48 and three minute trots, announced to come off at Deerfoot Park yesterday afternoon, were postponed because of the threatening character of the weather. They will be decided on Monday next.

There will be music at Central Park this afternoon, beginning at four o'clock.

LOR' A MASSA!

Francis Duke of Leeds, Lord Massey, at Cape May.

"COMETH UP AS A FLOWER."

His Lordship's Man-of-War, His Yacht and His Grand Connections.

DRUNK AS A LORD.

And the Idol for a Season of Fashionable Philadelphia Bathers.

COMETH DOWN AS A STICK.

CAPE MAY, July 18, 1873.

The aristocratic circles in this great Middle State watering place have been greatly disturbed during the past few days by the appearance of a person who consulted the social prospects of the island and pitched upon the mammoth hotel called Congress Hall as the best site for prospecting. Play ing ont there in twenty-four hours he took another day for the cottages and the Stockton House, and and women too, on the island, he disappeared about daylight this (Friday) morning, leaving a trail of tattle and wonder behind him, which would have subsided ele this in good humored merriment but for some rising recrimination as to who was most taken in and who first found him out. He appeared on the steamer from Philadelphia to Cape May last Tuesday—the same steamer which brings down fine turnouts and horses, and which especially brings down the Baltimore passengers from Newcastle.

THE PIRST STEP TOWARD SUCCESS.

A fine pair of splendid gray horses were on this boat, freight prepaid, and attended only by the groom. The imposter appeared to have become aware of the fact of the unknown ownership of these horses, and he quictly assumed it. This gave him some attention, and he added to it by treating the children miscellaneously with lemonade and sweets, so that the mothers and sisters inquired who he might be. A few gentlemen, chiefly Balti-moreans, of Confederate State tendencies, got acquainted with him, and he quietly introduced the remark that he was A BRITISH NAVAL COMMANDER

off on leave in command of his own private yacht, the Henrictta, which, he said, had been presented to him by his fellow officers. He added that a large iron-clad of 9,000 tons burden was being built for him at this time, to be called the Impregnable, and that although sailing his private boat he had been accorded the rights of a ship-of-war, and his capaclous stores had been passed without being bonded. calked for him at the Philadelphia Navy Yard free of expense by international courtesy, and would drop down to the breakwater on Wednesday. He added that he visited Cape May from ennui and so much delay, and would heartily be at the expense of a sailing party, strictly of the best people, to go off from the Cape landing at Rehoboth, &c., to sea, provided his new acquaintance would select the passengers. He registered his name CAPTAIN F. MASSEY, ROYAL NAVY, ENGLAND.

The great hotel clerk, Haskins, who is no respecter of persons, looked at the Royal Navy's complexion, and straightway billeted him for "Whiskey row," where he slept that night. Next day he put on the same suit, which he did not apologize for and looked in it, with his red complexion, like a careless British salt.

The shabby dress was his apology, for everybody said no man can be an imposter who puts oh so little style. The Cane was full of people and all were pining for some excitement prior to the time when the great fifth regiment is to come among us. The Baltimore people, who have been given to loving royaity since the days of Prince Jerome, bit far more readily than the Philadelphians, and Messrs, Mills and Thom, son, of that city, co-operated in filling the Captain's list. He told them, in his modest, taking way, that he was the only son of a nobleman.

"What shail we call you?"
"Captain," was the ready answer.
"I don't care a snap. Call me Massey if you like. I'm travelling quietly, and like American disrespect of titles, and only want a good time. To you who know me I may say that I'm a peer, the only son of the Duke of Leeds, and am Lord Massey. I have a seat in the House of Lords, but upon my word I never occupied it but twice.

The DAMNED GLADSTONE MINISTRY The shabby dress was his apology, for everybody

have a seat in the House of Lords, but upon my word I never occupied it but twice.

THE DAMNED GLADSTONE MINISTRY is repuisive to my family. I love my profession, and, despising politics, keep at sea, "How long have you been at sea, captain ?" "Sixteen years. I was last in India. My ship, the Monarch. Is on the dock. They are building a new ship for me of 9,000 tons, called the Impregnable, and the officers of my last snip gave me my yacht. If I have any object in America it is to meet your ladies. A cousin of mine married an American girl, and has led such a happy life that, as a very, very lonely man, I have come among you to see what the country afforded. Will you take something at the bar?"

"Oh, no, thank you."

"Take a little champagne. I like your American champagne cocktails. They are greatly our favories now in the Old Country. Do you like that wine? You do? Then I'll please you on my cruise next Friday. I have my own vintage of wine from MY VINEYARD IN BRETAGNY."

"How many persons can your yacht provide for?"

for?"
"I can take seventy, but fifty will just give me a

"I can take seventy, but fifty will just give me a nice party."

"Oh, my Lord!" said some of the ladies, "we shall get to be so horribly seasick."

"Bless you, no; my cabin is swung from the ceiling, so as to dispense with all motion and nausea. It cost me £5,000 for that little alteration. I dare say I shall get it back in prize money when England America go into alliance against Russia, you know."

Strange to say, nobody remembered that the Duke of Leeds, My Lord's father, was the successor of that Duke of Leeds who had married Miss Caton, of Baltimore, although among My Lord's acquaintances were the Carrolls, Browns and other great Baltimore families now sojourning here. Nobody

Baitimore families now sojourning here. Nobody thought of quietly telegraphing or sending over to the Breakwater to see the great yacht.

A NOBLE LORD LYING WITH FLUENCY AND INGE-

A NOBLE LORD LYING WITH PLUENCY AND INGENOBODY ASKED for letters or credentials, and, worse than all, no two men compared interviews with My Lord to catch him lying, which he did with great fluency and ingenuity all day. He did not on any two occasions give the same tonnage or capacity to his yacht. He did not give the whereabouts of his yacht with equal accuracy nor the date of his arrival in America. But

THE GLAMORS OF A LIVE LORD arrested all inquiry. If the men put a question implying doubt the women scowied at the doubter.

"We have a ship, Lord Massey, of our own," said the proud Philadelphians, the Bories and others.
"Perhaps you have seen her, the Pennsylvania?"

"Oh, God bless my soul!" said the great yachtsman and noble lord, "I wont hurt your teelings, but I sailed right past her in mid-sea. I didn't want to do it and told my skipper to take in sail, but it couldn't be helped. We treated each other with salutes and all the honors, howover."

"But," said the Philadelphians, "how did the Pennsylvania pass you again if you were twenty-two days coming over?"

"Oh," said my Lord, "easy enough. After I sailed on yee had head winds. I had to tack and she boited right through, being a propeller."

The Baitimoreans told this story with great glee. My Lord had gone past that slow Philadelphia ship with only half sail on! Huzza for my Lord! But My Lord inched a little in his bills. He visited the barroom at Congress Hall pretty much all day Wednesday, and for the third quart sent in a card to the office.

"You had better settle for this card, sir," said Ludlam, the prosaic cashier.

My Lord settled promptly. Somebody protested, but said Ludlam, "Here is the money for the wine. Lords are nothing to me."

My Lord was taken out to see the most amiable cottage people. He was fundied, but he played euchre like a Western Congress man. He got very drunk that Wednesday night, and went to sieep nearing a disquisition on the accessity of English ships beating the Pennsylvania. Next day (Thursday) My Lord's carriage an

guests at Congress Hall, leeling that Wednesday's joke had been upon themselves, in inted that no more be done than to make the man settle. To Ludlam's peremptory invitation my Lord came forward and paid his bill. Hereupon society again railied upon my Lord and called all sceptics merely scandalizers. My Lord's purchases increased, Ho ordered two sets of horses instead of men; he ordered a cottage for the season, saying, "As I have now been announced here under my title I must statit out."

The excitement was extraordinary. Thursday was the great day for the Stockton House end.

now been announced here under my title I must star it out."

The excitement was extraordinary. Thursday was the great day for the Stockton House end. The urbane and graceful Duffy, caring nothing for rank, kept hands off; but his guests beheld with delight that my Lord and moved among them. He was introduced by the Thompsons and the Cochrans to all the great East Enders—the Bories, McDowells, Browns, Defreeses, Oakfords, Lanes, Shoemakers, &c. Although tight from morning till night and wearing the same paper collar, false bosom, cotton shirt, &c., he kept up his splendidingenuity of lies; he kept his oashful assurance; kept up his wonderful stories of his revenues, and claimed kinship with dukes and interest in estates until society was carried off its feet. Simple chaps said, "He a lord?" He's no lord any more than me;" but intellect and seciety yielded, until My Lord's extreme intoxication, was such that not even the ladies he had dined and ridden with cared to linger in his perfumes. He was still believed in to a great degree, but it was thought he had better go to bed.

About this time some of the cosey gamblers around the East End struck my lord and found him devoid of stamps; the livery stable men mistrusted. He had been deliberately cut by another Engfishman, who said:—

"The lamily name of the Duke of Leeds is Osborn,"

He had been deliberately cut by another Englishman, who said:—

"The tamily name of the Duke of Leeds is Osborn, not Massey. You are an imposter." Still society kept up allegiance in the man with the paper collar and the false shirt bosom, and the demands were enormous to go on his yacht next day. Late that night My Lord, all alone, was seen traversing the Stockton House porch, carefully watched by Detectives Sharkey and Hoxie. Society wondered what next. Under his arm were what seemed to be lour billiard cues. Without a funkey or a friend this aspirant to a great title and commander of a 9,000 ton iron-clad waiked to the beach and there proceeded to set off some children's rockets.

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"Letting off signals for my yacht at the Breakwater," cried My Lord with alacrity.

His first rocket went up and fizzled; the second struck on the hotel perch and drove in the pickets there; the third menaced the spiendid architecture of that grand caravansery; the fourth took an eccentric course, flashed, bounded and scattered sparks over all that end of the island. General Dufy rushed out upon My Lord and collared him.

"If yon set off any more of those things I'il put you in the suri," he said.

My Lord looked up with the pride of a Duke of Leeds. "And how am I to take off your guests to-morrow," he said, "unless I signal my yacht?"

They put Lord Massy in a carriage and despatched him to the West End, followed by a detective. He stopped at a cottage to borrow \$100 and failed. He was relieved by a person who had just \$4 to pay his carriage buil, otherwise he would have gone to the calaboose. The ladies around Congress Hall expected him to set the hotel on fire with rockets and some refused to go to bed. Haskins forthwith put him back in Whiskey row. At daylight Friday, with but a few cents in his pocket, the pet of the island knocked at the door of the nephew of a great Baltimore banker. He appeared when the door was opened with the same paper collar and false bosom, and lapped up the water from the wash pitcher like a dog.

"My Lord Massey," said the guest, "three things are looking after you—the police, the young men's from Baltimore and the delirium tremens. You will either get put in jail or flogged, or become cray to-day. Who are you?"

"I am Francis Massey," said the poor rat. "I got drunk in Liverpool a month ago, and I've been drunk ever since."

"Go to the steamboat," said the priend "I pity you. There are \$3 to get a drink and pay your passage. Depart! Avaunt! Exhale!"

"He has been the talk of Cape May all day. He will be the talk ior a season. He stayed and

A STARTLING D. SCOVERY.

Robbery of the Records of the Brooklyn

Tax Office.
A startling discovery was recently made in the Brooklyn Tax Collector's office, at the City Hall. It seems that some unknown parties have had acgradually removing certain parts of the records. The abstracted records were the large books containing the accounts of the sales of property for unpaid taxes, and as the books are intrinsically of comparatively little value, it is supposed that the

comparatively little value, it is supposed that the thieves are some of the loungers about the City Hall, who disposed of them as old paper to junk dealers. This theory is strengthened by the fact that the covers of several of the volumes have been found in the vicinity of the Hall. It is not yet known to what extent this system of depredation has been carried on, but it is reported that not less than a dozen of these volumes have been abstracted.

The question naturally arises, how the thieves managed to gain entrance to the Collector's officer it is a noticeable fact that the Hall and its immediate vicinity have been for some time past the resorts of numbers of young loafers, who are to be found lurking about there at almost any time. The supposition is that while the women employed to clean the different offices were engaged in the afternoon, or in the morning before business hours, the thieves sneaked into the Collector's Department and carried off the books. This is probably the fact of the matter.

Officials at the Hall have endeavored to keep the robberies a secret from outsiders; but yesterday the secret was exploded, and the subject was

robberies a secret from outsiders; but yes the secret was exploded, and the subjec-

BROOKLYN'S RAPID TRANSIT.

About two years ago a charter was obtained from the Legislature organizing the Brooklyn Rapid Transit Company, and defining the province of the same. One year ago the charter was al-tered and amended so that the company might have further privileges. Since that time the arrangements for carrying out the enterprise have been quietly progressing. The capital stock of the company, by the terms of the charter, is \$5,000,000, with power to increase to \$7,000,000. Of this stock \$500,000 are already taken, and upon this \$500,000 ten per cent—\$50,000—has been paid in. The officers of the company are as follows:—S. B. Chittenden, President; Mr. William R. Shelden, Secretary; John T. Martin, Treasurer. The Committee on Organization consists of Messes. Chittenden, Turner and Taylor, and the office of the company is in Montague street, in the Mercantile Library building. The incorporators of the company were Messes. J. S. T. Stranahan, Alexander McCue, Edward W. Fiske, Demas Barnes, Thomas Sullivan, Jacob I. Bergen, John W. Prentice, John T. Martin, William Richardson, Samuel H. Many, Felix Campbell, Robert Turner and Archibald M. Bliss. The directors for 1873 are S. B. Chittenden, John, T. Martin, H. B. Claffin, Robert Turner, Robert S. Bussing, E. C. Litchfield, W. E. Dodge, J. R. Shippard, W. Newton Adams, Glinam Schenck, Henry W. Sage, John Leiferts, J. N. Smith, W. H. Taylor and Dutmas Jewell. The surveys for the work are now being made, and have been in progress for some two weeks. It is believed they will be completed in a month or six weeks.

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The object of this survey is to get an idea of the probable route, not to absolutely determine it, as well as to see where tunnels will need to be made and where bridges will have to be erected.

It is not at all certain what the route will be, but it is intended to begin at a point in Washington street near where the Bridge will pour forth its living stream of travel, from thence to or near Boerum place, and up Schermerhorn street to the junction of Flatbush, Fourth and Atlantic avenues. From there it is contemplated to make two branches—one in the direction of East New York and another towards Coney Island, the latter probably via Butler street or some adjacent avenue.

THE KELLY BENEFIT GAME.

This is the day appointed for the long expected benefit game between the Mutual and Atlantic clubs, and all who wish to witness something clubs, and all who wish to witness something really first class in the way of athletic sports should be on the Union Grounds, Williamsburg, at a quarter to four o'clock this afternoon. Matthews and Hicks will play in the Atlantic nine, and Britt and Barlow will fill the pitcher's and catcher's positions in the Mutual team. Under this arrangement the Atlantics claim that they will not give the "Mutes" a single run, while at the same time the New Yorkers declare they will show the spectators some of the finest fielding and batting ever done on the Union or any other grounds. So let it be, and may the best club win.

THE MERCHANT MURDER.

The Inquest Last Night-A Long Roll of Unimportant Evidence - No Verdict

Yet. The inquest on the murder of Carl Kustner was resumed last evening at 61 Washington street, Ho-boken. Two witnesses were examined by Coroz r Parsioe—Mr. Albert Berghaus, an artist, and Miss Parsioe.—Mr. Albert Berghaus, an artist, and Miss Bridget Condon, chambermaid of the Park Hotel, where Kustner resided shortly prior to his death. The evidence of each party developed the mystery of the fate of the murdered man to no satisfactory degree whatsoever. Mr. Adolphi, the foreman of the jury, has written to Germany respecting Kustner's antecedents. The inquest was adjourned, to meet again at the call of the Coroner, which may not be sooner than one month. Measures will be taken in the meantime to secure all possible avidence.